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INFORMATION REPORT

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COUNTRY West Germany

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1. Between 6 and 8 April 1954, [redacted] there was no change in the status of locomotives and cars parked at Dusharow, Rudnitz and Strassburg; where respectively 18, 20 and about 20 locomotives were parked.

the following railroad coal stocks were available on the date mentioned:

Date in	Goal for Locomotives	Goal for Shop
April	Hard Coal: 100,000 (in Tons)	Shop Coal: 100,000 (in Briquette Units)

5	60,200	45,800	24,800
6	59,100	42,300	25,000
7	57,700	37,700	25,000

Effective 1 April the daily coal consumption quotas were slightly reduced. 3

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3. The personnel of the Soviet transportation control headquarters (also referred to as Woso staff) attached to RBD Berlin is being reduced. Chernosub (fnu) left on 4 April 1954. 4 The staffs of the main dispatch office, the rolling stock distribution point and the rolling stock office are being enlarged. Arrangements are being made at the RBD building on Wilhelm Pieck Strasse 92 to provide office space for the new personnel which has already arrived. The corresponding offices at railroad subdistrict office level have been deactivated. The personnel of the timetable bureau of RBD Berlin will also be reinforced. Source believes that these measures are connected with the introduction of the so-called "dispatcher system" which has been designed with a view to guaranteeing a smooth flow of railroad operations. 5

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4. The following numbers of ~~switches~~^{locomotives} earmarked for the reserve pool of freight cars were dispatched from Wustermark:

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1 March 50 to Kerkwitz
 5 March 50 each to Baruth and Boernichen
 11 March 50 to Burgkennitz
 13 March 50 to Grossenhain
 22 March 60 to Laucha

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5. On 10 March, a traffic conference was held in Berlin. At this conference it was announced that 200 x 4-axle express train coaches were scheduled to be built in 1954. Seventy of these new cars were to be in operation prior to July. 7

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1. Comment. Confirms deactivated locomotive columns No 3 at Ruednitz, No 6 at Strasburg, and No 13 at Ducherow.

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2. Comment. According to the last known daily coal consumption quota of 23,000 tons coal stocks available on 7 April represented about 5.3 days' requirements.

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3. Comment. The daily coal consumption quota valid in February and March 1954 amounted to 23,000 tons of briquette units for locomotives and 3,000 tons of briquette units for shop purposes.

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4. Comment. Soviet transportation control headquarters are attached to each RBD. These headquarters control all Soviet rail shipments both of military and commercial nature. Chernozub (fnu) a senior lieutenant, was previously known as holding an assignment at the Soviet transportation control headquarters attached to RBD Berlin.

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5. Comment. The dispatcher system which has been copied from the Soviets is scheduled to be introduced within the East German railroad administration in 1954. The new system is expected to lead to an increase of operational efficiency. The organizational changes reported are believed to be connected with the introduction of this dispatcher system.

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6. Comment. It is intended to form a reserve pool of freight cars including 3,500 boxcars, 4,500 gondola cars and 2,000 flatcars by 31 August 1954.

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7. Comment. The 1954 Economic Plan of the East German railroad administration only envisaged the construction of 50 passenger cars.

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